

## WILLAMETTE VALLEY IS BEING INTERURBANIZED

Stable Development That Is Taking Place Along the Line of the Oregon Electric.

REPRESENTATIVE OF THE CAPITAL JOURNAL TAKES A FLYING TRIP ON A MODERN ELECTRIC LINE THAT RUNS TRAINS FIFTY TO SIXTY MILES AN HOUR—THE NEW SUBURBAN COMMUNITIES BETWEEN PORTLAND AND THIS CITY.

Interurbanizing movement spread Southern California with lines of electric railroads. The thing has been done in the Willamette Valley.

Portland south toward Salem. In addition to three lines of electric railroads, the Oregon Electric is constructing the most modern interurban line in the Willamette Valley is the Oregon Electric. It has a high-class single-track line in operation to Salem, and another to Hillsboro.

**Fast Trolley Line.** Over the Oregon Electric since any one that this is the fastest trolley line. The Capital City Flyer and the Rose City Flyer now make the 50-mile trip in little over 90 minutes, not counting the two stops. Many of the Pullman style coaches, 40 feet long, run 1500 miles without repairs.

**A Panoramic Trip.** From Portland we enter the Willamette valley and begin to climb the hills. Park, 475 feet above the city. The scenery is a combination of beauty and grandeur not equalled. Next we come to the Hills, where lots now sell for \$1000. No one will be able to recognize these hills five years hence. The hills will be covered with homes. The first station is at Multnomah. The train sweeps over gentle curves. Trestles over the roadbed are high occur frequently. The roadbed is solid, as the engineering is good. Not a car has left the track. Next is Garden Junction, where the line to Grove and Hillsboro branches. These are two prosperous cities in Washington county, the latter 15 miles away, is the county seat. An "X" platform and "Y" track is in at Garden Home so that

through excursion cars can be run either way to Salem. Metzger is eight miles out, having many new homes, and acre tracts sell at \$200. Here are large fuel stacks, hewing a town out of the evergreen forest, an evergreen route up the valley, the more the country is cleared up the greener it becomes. At Tigard the limited train passes us. This is a German settlement, where the farmers roll in a great produce business. Tualatin is fourteen miles away from Portland, in a rich country, and here are many new homes going up.

**Secret of Electric, Speed.** We have made all these stops and come this far in half an hour. The secret of the electric system is that we get up speed in a carlength and stop nearly as quick. There is no long, slow starts and stops. It's off again, on again, gone again. That is where it gains time over a steam road. It is also a fact that the electric car picks up or loses power as it approaches or leaves a station. No one can ride on the pilot car of an electric car driven by the high power used on this line and not realize that occasional bursts of speed mean faster time is possible to be made than anything yet attempted. Reduction of schedule time from one hour and forty minutes to an hour and a half, an hour and a quarter, and even to doing the fifty miles in an hour, are possible and probable.

**Onto the Willamette.** We next pass the rockpits, a cut through splendid natural material for making streets and roads. A rock crusher is to be installed here. At Mulloy wood, potato and onion shipments are the big traffic items. We now slide along 55 to 60 miles an hour, and on each side are the twinkling lights of new homes in the clearings. Big farms all along here are cut up into fruit tracts and suburban homes. We now pull into Wilsonville, where many new houses are going up—some of them would be a credit to Salem or Portland. A bank has been opened here and houses are springing up on the east bank of the river. Here will be a fine city on the Willamette river.

**On the Long Tangent.** We cross the high steel bridge, which, with trestle, is 2150 feet long, swing around a light curve and are off on the long tangent—an air line across the level French Prairie to the suburbs of the Capital City. The twenty mile air line runs on a level track and heavy rails permit of all kinds of speed. We pass through Donald, a fine town named in honor of the constructing engineer. The electric headlight makes the poles shine like pillars of silver as we flash along through the night. The track is well ballasted and equal to any speed. We next pass Broadacres, West Woodburn, Wanconda, Chemeketa and Quimby. The line first settlement on French Prairie. At some of these stations are warehouses and stores, but at most of them these luxuries are yet to be supplied. Quimby is named after the half-breed son of the first white man to land on Clatsop beach.

Another curve and the train flies for nearly two miles through the suburbs of Salem and down High street into the heart of the Capital City. We have made the fifty miles from Portland about half the time at a mile a minute, and loafed the rest of the time to take up the thirty minutes.

The Oregon Electric is building up a fine freight and express business. There is possibility of a night fast freight express, by means of which the valley merchant can order his supplies by mail or telephone in the afternoon at Portland and have the same delivered to him the next morning.

It is stated on good authority that the new interurban line will make a good financial showing for the first year's business, something unusual with such properties. New lines are being extended to other points in the Willamette Valley and the outlook for its development is very bright.

**Progressive Officials.** The Oregon Electric is managed from offices in the Corbett building, Portland, and at the head of the corporation stands its Oregon representative, Guy W. Talbot, one of the most successful managers of electric lines in the United States. The traffic management is in the hands of Geo. F. Nevins, for some years general superintendent of the Corvallis and Eastern. These gentlemen have done a great deal to popularize this line and put in effect the progressive policies that are winning the public confidence and a large volume of freight and passenger business. They were in Salem several times this month and stated that if all their plans carried they would construct a new line from Salem to Albany this coming year.

## BIG CHERRY STORIES OF THE WILLAMETTE VALLEY

My cherries yielded at rate of \$640 per acre.—Rev. F. N. George, Salem. Sold from one tree 800 pounds of cherries at 5 cents per pound.—D. A. White, Salem.

Cleared, above all expenses, from two acres of cherries, \$700.—A. Vercler, Rt. 2, Salem. For twenty years a Governor Wood cherry tree has yielded an average of 500 pounds a year.—J. R. Shepard, Zena. (Address Salem.) I bought ten acres of cherry orchard for \$1500, and first year—1907—sold \$1700 worth.—Enos Prenal, Salem.

Sold 400 pounds of Royal Ann cherries in 1907 for \$20, from one tree 14 years old.—A. Vercler, Rt. 2, Salem.

Sold from eleven Royal Ann trees \$130 worth of cherries.—J. W. Delap, Rt. 2, Salem.

Sold \$54 worth of cherries from six trees.—C. L. Weaver, Liberty.

I picked 415 pounds of Royal Ann cherries from one 14-year-old tree in 1907.—C. F. Watters.

The Salem Mutual Canning Company bought from the local fruit growers in 1907, over 400,000 lbs. of Royal Ann cherries alone and of other varieties nearly as many.

From 143 trees in 1907 I sold 14 tons Royal Ann cherries at \$100 per ton.—B. I. Ferguson, Rt. 2, Salem.

From three Royal Ann cherry trees I sold \$65 worth of cherries.—A. F. Beardsley, Salem, Rt. 8.

Four Royal Ann cherry trees which I set out in 1894 yielded \$13 net per tree in 1907, besides an abundance for family use.—F. G. McLench, Lincoln.

Picked in 1907 over three tons of Royal Ann cherries from two acres, sold for 5 cents.—Cyrus H. Walker.

I sold 400 pounds cherries at 5 cents from a 10-year-old Royal Ann tree.—T. H. Biundell, Salem.

I have four Royal Ann cherry trees that have netted me \$40 per year for several different years, and one Lake Duke cherry tree, \$10 per year for a number of years.—Miss N. Taylor (Polk county). Address Rt. 1, Salem.

From three acres of cherries I sold ten tons.—L. T. Reynolds, Rt. 9, Salem.

Have a Bing cherry tree that yielded \$30 worth of cherries in 1907, and a Royal Ann \$18 worth.—M. Muths, Salem, Rt. 1.

From 20 trees I sold \$100 worth of cherries and from six trees 3100 pounds. Sold at 5 cents.—C. J. Anderson, Rt. 9, Salem.

From 40 acres of vetches I netted from hay and seed \$1000. J. R. Shepard, Zena. Address Salem.

## STORIES OF GRAPES AND OF PEACHES

(From One Thousand Facts of Production, compiled by Willamette Valley Development League.)

Our grapes, Burgundy and Reising, netted us 800 gallons of wine per acre.—William Kramer, Mt. Angel.

My grapes averaged about six tons per acre in 1907, and netted from 2 1/2 to 5 cents per pound.—J. A. Peterson.

I sold \$900 worth of grapes from three acres in 1907.—W. K. Nowell, president State Board of Horticulture.

In 1907 I raised over 300 pounds of grapes from four vines, 7 years old.—Jas. H. Edmundson, Salem.

From one grape vine I sold \$30 worth of Isabella grapes in 1907 at 3 1/2 to 5 cents per pound.—G. O. Holman.

**Peaches.** I have sixteen varieties of peaches. Commenced shipping peaches July 1 and continued without intermission until November 6, when I gathered my last tree of 21 boxes, 20 pounds each, of merchantable fruit.—Wm. H. Egan, Brooks.

From 168 peach trees I sold 2375 crates, 20 pounds each, and 150 bushel boxes.—A. Lafollett, Gervais, Rt. 3.

I sold \$500 worth of peaches in 1907 from 400 bearing trees, at \$2 per bushel.—Robert Howe.

## THE VOGET BROTHERS AS HOME-BUILDERS

The four Voget brothers began the lumber and building material business in a small way among the big timber near Brooks. They learned the business from the stump to the finished houses they are now erecting to the great credit of the Capital City. They came to this part of Oregon in 1901 and started cutting lumber with a small portable sawmill near Brooks in 1902. In 1903 they bought out a lumber yard at Salem, and added one department after another until today they have a perfectly equipped establishment for supplying everything needed to put up a finished house from the rough lumber to the finest finishing paints and hardware for door trimmings. They have a record for completing fifty houses for themselves and for others in the few years since they started. They are building six new houses at present and have a number for sale ready to move into. They build or sell on reasonable terms, and for cash or on the installment plan. Their lumber yards and warehouses are located on Fourteenth street, opposite the Southern Pacific depot.

## DEAF-MUTE SCHOOL MAY BE MOVED HERE

This institution is in charge of Supt. and Mrs. Tillinghast and has at present about eighty children in attendance. They are taught on the most improved plans for the education of those defective in hearing or speech. There are in all about twenty-six employes, divided as follows: six literary teachers, five industrial teachers, two men on the farm, two cooks, three domestics, two caretakers, one physician, an engineer, night watch, laundress and assistant.

The school for deaf mutes was located six miles away from the city on a real estate and political deal, and there has always been a strong demand that these unfortunate children who learn almost entirely by seeing should not be isolated on a large farm half way between the state reform school and the farm for the insane. The buildings and land are now needed for a ward for the tuberculous insane, and it is probably that in the course of a few years something will be done to take these unfortunate children out of their present unfavorable environment.

## LARGEST CANNERY IN STATE AT SALEM

The plant of the Salem Mutual Cannery Company is one of the largest and best equipped on the Pacific coast. It is by far the largest cannery for fruit in this state and puts up annually from thirty to fifty thousand cases. Mr. Jos. Fisher is the local manager and Geo. W. Holcomb, of Portland, president and principal owner. The work of the cannery starts on strawberries and gooseberries in the spring, then follows raspberries, loganberries, blackberries and apples and plums until fall. The pack of Oregon gooseberries is increasing, now totalling the product of twenty acres under contract. Canned goods are moving off more rapidly and the management announces that they will run the cannery right through the season next year, and will declare the annual dividend in January.

I have an old orchard of eight acres which I sowed to spring wheat. I made \$300 worth of pork from windfalls and wheat, the hogs harvesting the grain. I also sold ten tons of fruit.—S. L. Stewart, McCoy.

By actual measurement I raised over 900 bushels of Jerusalem artichokes on three fourths of an acre.—Paul Kleppin, Salem.

I ran my threshing outfit 35 days in 1906 and averaged 1000 sacks per day. In 1907 ran 27 1-2 days and averaged 1150 sacks.—S. L. Stewart, McCoy.

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**WM. McMURRAY,** GENERAL PASSENGER AGENT, PORTLAND, OREGON